

MEEKS BAY RESTORATION PROJECT STAKEHOLDER FORUM

Virtual Meeting #3 | September 9, 2020 (9 am - 12 noon)

Meeting Summary

Meeting Purpose

- Review and finalize summary of meeting #2;
- Summarize input received at Public Workshop #1;
- Review preliminary alternative theme diagrams developed based on input from both Forum meeting #2 and public workshop;
- Review physical, legal and technical project site constraints as applied to each diagram;
- Review and discuss necessary revisions to alternative theme diagrams and path forward;
- Review project schedule and next steps.

Welcome, Zoom Overview, Agenda Review, Introductions & House Keeping

Austin McNerny, facilitator from the Consensus Building Institute, welcomed participants to the third meeting of the Meeks Bay Restoration Project Stakeholder Forum. After a brief review of the Zoom tools and meeting agenda, Mr. McNerny explained that the representative from the Lake Tahoe Water Trail, Becky Bell, had informed him that the Water Trail would not be participating in the Forum going forward as they are confident with how the process is proceeding and felt that their concerns were being addressed. Ms. Bell also explained that they would be very happy to help with educating the public regarding the outcomes from the restoration planning process when the effort was complete. Note: Forum meeting attendance is shown in Appendix A at the end of this document.

Mr. McNerny referred to the project public workshop and hearing schedule diagram to emphasize that the project is in its early stages and the focus now is on developing ideas to be explored in alternative themes, which will be shared at the second public workshop scheduled for October 14. He asked for everyone in attendance to adhere to basic set of meeting guidelines to ensure collaborative participation.

The draft summary of the first meeting was then presented, and Mr. McNerny asked if anyone had any comments or requests for modifications to the document. While no changes were requested at that time, the Washoe Tribe submitted a request via the Zoom chat requesting a change to page 10 of the summary indicating, "The Washoe Tribe supports full restoration of the lagoon and think a marina would not meet the purpose and need of the project." The summary document was accepted as final and will be posted on the project website.

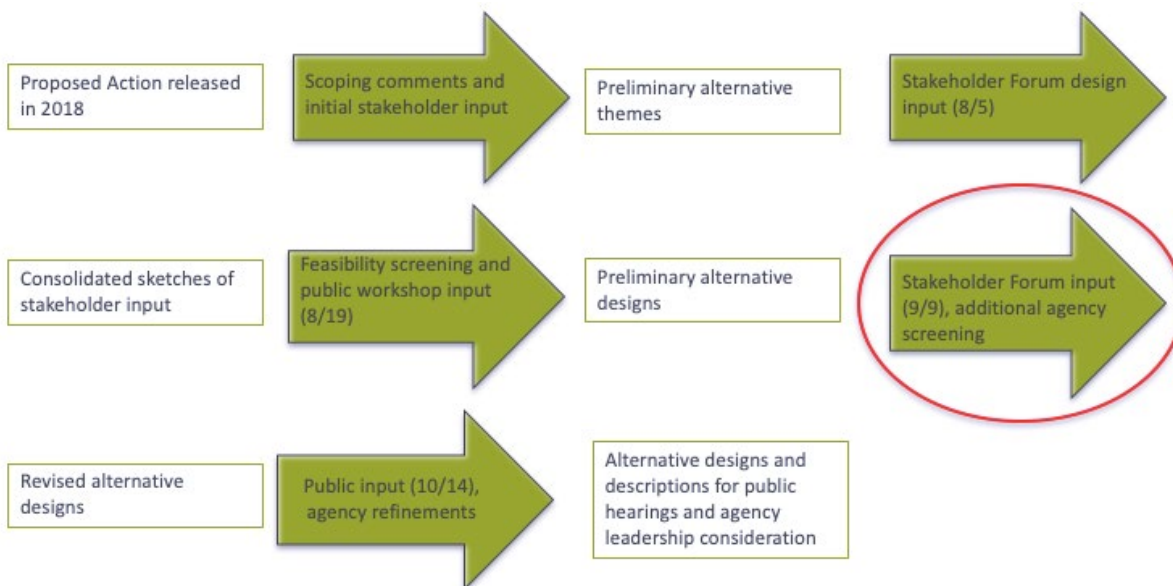
Lastly, the draft project website is live and those interested in tracking the project are encouraged to visit www.meeksbayproject.org and to share the project email address (meeksbayproject@trpa.org) to those who want to provide feedback, questions and/or requests to be added to the project mailing list. Mr. McNerny explained that the website was

undergoing an administrative update to ensure better security and that this should be addressed within the next couple weeks.

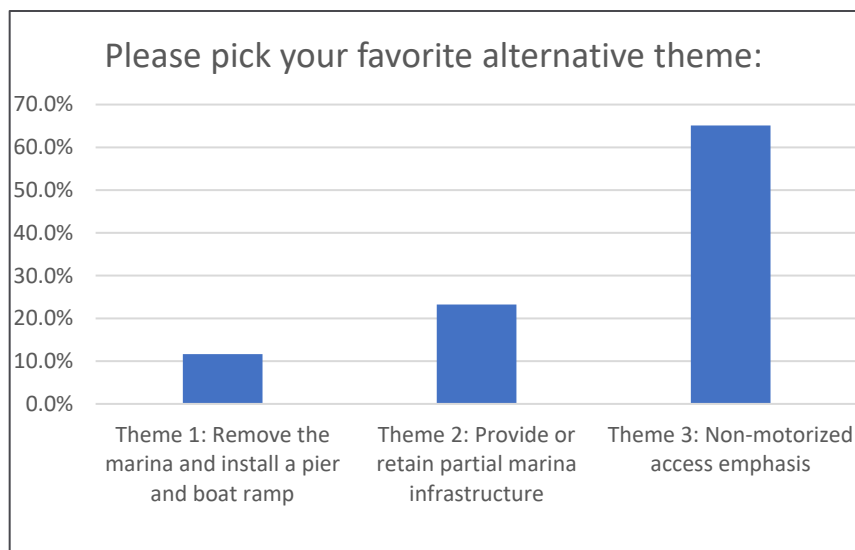
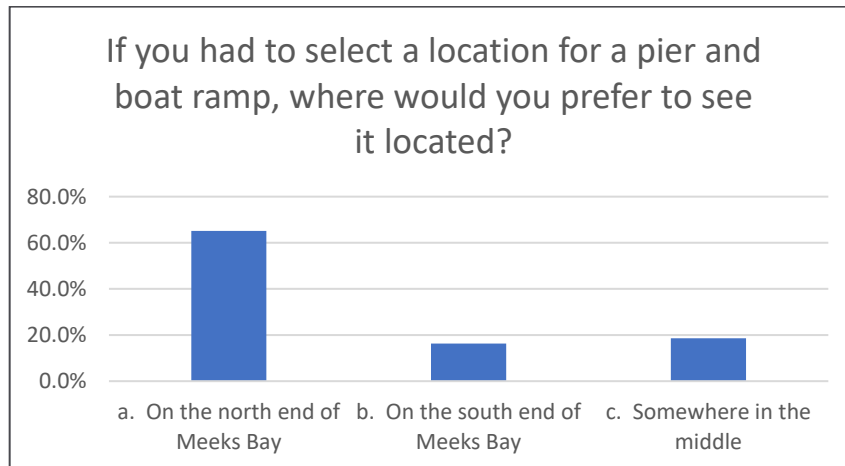
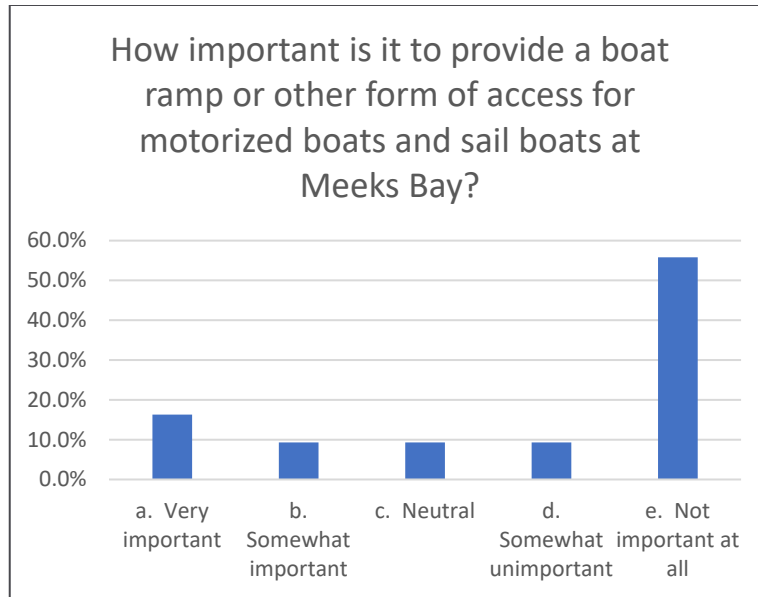
The presentation portion of today's meeting was recorded and is available for viewing [here](#).

Summary of Public Workshop #1 Discussion & Input Received:

Adam Lewandowski from Ascent Environmental provided an overview of the preliminary alternative development process and input received at the first public workshop held last month. Lewandowski explained the steps that have been taken since the launch of the planning process and specifically how the Forum and public meeting process has been used to develop the preliminary alternative designs. The alternatives development process was presented as:



Lewandowski then shared the following outcomes from a survey that was undertaken at the August 19 public workshop and explained that this was not a scientific poll, but rather the input from the 71 participants who contributed. He further explained that the selection of the final alternative will not be undertaken until after the completion of the environmental analysis is completed.



Mr. McNerny then asked each of the Forum members if they had any specific comments or thoughts in response to the input was that generated at the public workshop. The following comments were made:

Meeks Bay Fire District: In response to the poll results, Mr. McNamara explained that the Fire Department has a need for easy access to the water in order to quickly and safely respond to emergency situations. Thus, he would like to see a pier in the alternative design. Fire District has always sought a multi-use pier for possible use by rescue and fire suppression if needed. Access to pull gurneys directly from boats is desired.

West Shore Community: Requested a break-down of emergency responses in Meeks Bay and shared that the area has been inundated with public visitors and, as a result, she would like to see the creation of an emergency response plan. Ms. Hutchinson also reported that she appreciated the concerns about mosquito infestation and looks forward a better explanation of the restoration design in order to understanding how and to what extent mosquitoes and other issues might be affected. Lastly, she expressed her desire for more clarity on how the beach access would be affected by the project as the diagrams at this point do not provide adequate clarity.

League to Save Lake Tahoe: Mr. Feiger shared that they conducted a similar survey and while they only had a small number of responses (less than 15), the feedback is similar to what was generated at the public workshop. Non-motorized access is preferred, and better campground facilities are sought along with a public pier allowing for emergency access and water taxi.

Meeks Bay Yacht Club: Mr. Matles explained that when there is a strong westerly wind, some boaters/kayakers are easily blown out into the lake and are in need of being towed back to shore. These rescues are not going to be recorded in the official Fire Department logs so we need to understand that the data McNamara provides will not tell the full story. It is super important to my membership to understand the larger issue of replacing the lost slip capacity.

Woodland Piers Association: Mr. Anson shared that he was impressed with the format of the workshop and that the input he has been receiving from the Association's membership are consistent with the input generated at the workshop.

Friends of the West Shore: Ms. Tornese echoed Mr. Anson's comments concerning the process and explained that they conducted a similar survey which generated 139 responses from their 500 members. The results are consistent with the workshop and interestingly, 53% of respondents indicated that a boat ramp/mooring is not important; 69% preferred non-motorized recreation access and 39% preferred for the north shore, 24% for the southern location and 33% did not express a preference. In general, their survey found similar overall findings.

Lake Tahoe Marin Association: Mr. Phelan explained that they are concerned with the impact to the overall lake access resulting from the loss of the marina. With the removal of motorized

access in Meeks Bay, there is a loss of a historical use that needs to be considered. Also, with no marina there will be no fuel access for boats. Not all homeowners in the area have direct access to the water and, thus, are forced to drive to other areas to launch their boats which causes traffic impacts. Their Association supports the need for a pier for emergency access.

Meeks Bay Vista Property Owners Association: Mr. Evans thanked the planning team for the engaging process and opportunity to be involved on the Forum. If there is no marina, which is one of their preferences, there is an opportunity for the Fire Department to consider amphibious boats for emergency response. There could be a ramp somewhere on the north side of the bay to allow access. Due to possible noise, they are not supportive of a pier.

Tahoe Lakefront Owners Association: Ms. Brisco explained that the TRPA code allows for the construction of an emergency use pier if needed. Their concern is whether or not the restoration project will include mooring buoys. Furthermore, fuel emissions from motorized boats need to be considered if a marina is considered. What are the priorities for the project and how will these be used to evaluate various project options?

Washoe Tribe: Mr. Fillmore apologized for not attending the last Forum meeting and explained that he and his colleagues met after the last meeting to discuss the project and are unanimous in their desire to not have a boat dock in Meeks Bay. They believe the natural setting is most important and to expand upon the natural beauty of the area. Ms. Jamerson commented that Mr. Fillmore's comments were spot-on, and she stressed that this project is first and foremost a restoration effort.

Meeks Bay Resort: Mr. Vasquez reiterated the desires expressed by the Washoe Tribe and explained that more and more visitors to the Resort are expressing their appreciation for the boat free environment as it is safer for those wanting to swim. He also explained that when the marina was functioning, the impacts to those using the beach and swimming were significant (motor emissions and noise). Boat users tended to make more noise at all times during the morning and evening. He strongly supported a motorized free project.

Refined Preliminary Alternative Themes Presentation

Mr. Lewandowski provided an overview of how each preliminary alternative theme diagram has been developed based on collective input received to date and how relevant physical, legal and technical site constraints have been considered. For each of the three themes, Lewandowski reviewed input from last meeting and the public workshop, shared the design constraints, and presented the refined preliminary designs. For those wanting to review the consolidated input diagrams and to hear Mr. Lewandowski's detailed explanation of each alternative theme, please listen to the [recording of the meeting](#) and see the presentation (available on the project website). The summary shared below focuses on the design constraints and key aspects being addressed in each of the three themes and summarizes the responses provided by Forum members to a number of alternative specific questions raised during the actual meeting.

Mr. McNerny explained that with the Forum members only receiving the revised alternatives diagrams shortly before the meeting, he understood that it would be beneficial to provide additional time for their review and for feedback to be developed over the coming week. Thus, to aid with this, the Forum members are asked to provide more detailed responses to the questions via email to McNerny. The responses to this post-meeting survey are included in Appendix C to this meeting summary.

Theme 1 “Modified Version of the Proposed Action” Alternative

This alternative or alternatives would include the same basic elements as the proposed action released in 2018. The alternative(s) would include complete removal of the marina infrastructure and restoration of the creek and lagoon. Public motorized watercraft access would be provided by a boat ramp and pier. Refinements or modifications to the location, size, and/or design of project elements included in the 2018 proposed action could be considered, such as the location of the pier and the boat ramp along the shoreline.

Design Constraints:

- Lack of vehicle turning space for a ramp on the north end.
- Shallow water in center and north end of bay would require a long ramp (must reach elevation 6,220’).
- Central pier or ramp would displace some beach use.
- Ramp near center of beach may require additional dredging to address sand deposition.
- Pier or ramp cannot be located near stream mouth.
- Pier or ramp should not disrupt existing uses at the Kehlet Mansion.

Key Aspects of Refined Design:

- Full restoration
- Central pier
- No ramp
- Relocate cabins to extend beach
- Additional campsites (~20)
- Additional parking at resort
- Reconfigured day use on south side

Preliminary Design: Is presented in the diagram in Appendix B.1.

Questions for Discussion:

1. What do you think about an alternative with a pier but no ramp?
2. Is the pier in the best location?
3. Should there be an alternative with a pier at the southern end?
4. What do you think about the relocation of the cabins on the northern end?

Summary of Discussion:

- It is super important to the Meeks Bay Yacht Club to understand the larger issue of replacing the lost slip capacity.
- Is the cost of these alternatives being factored in? This seems like a hugely expensive design (relocating cabins, etc.)?

- The parking situation along Hwy 89 is dangerous and needs to be taken into consideration when designing the alternatives.
- When will more details concerning the actual design (width, length, construction, etc.) of a proposed pier be available?
- We need a better explanation of the amount of beach being used as polygon as it appears to reduce the beach by almost 1/3.
- How will swimmers be protected if motorized boats are allowed within Meeks Bay?
- If a pier was provided for in the northern section of Meeks Bay, would the resort operators be responsible for its upkeep?

Theme 2 “Retain Partial Marina Infrastructure” Alternative

This alternative would continue to provide motorized watercraft access in the general location of the existing marina, while meeting the project purpose and needs related to ecological restoration of the creek and lagoon. Most of the marina infrastructure would be removed to facilitate ecological restoration, although a public boat ramp and/or a limited number of moorings could be considered in the location of the existing marina.

Design Constraints:

- Feasibility of smaller marina is still uncertain, maintaining the existing boat ramp is feasible.
- Boat ramp or marina would need to be physically separated from the lagoon with a separate entrance channel.
- Floating marinas (in lake) and buoy fields are not allowed; a small number of buoys could be permitted.
- Maintaining the ramp and/or marina would require the restoration area to shift to the south.

Key Aspects of Refined Design:

- Restoration area is reduced and shifted south
- Ramp and/or small marina separated from lagoon
- Day use area slightly reduced to accommodate lagoon, marina, and boat parking
- Additional campsites (~20)
- Additional parking at resort

Preliminary Design: Is presented in the diagram in Appendix B.2.

Questions for Discussion:

1. How many slips should the marina accommodate?
2. If the marina is not feasible, should this alternative maintain the boat ramp?
3. What do you think about the bike and pedestrian paths?
4. Are you supportive of the additional day use parking and campsites?

Summary of Discussion:

- If a small marina is put in a launch ramp might not be needed.

- The Meeks Bay Fire District strongly supports the addition of a pier to be used for emergency responses as being able to wheel a gurney directly from a boat to an ambulance is preferable to trying to transfer patients across the sand.
- Amphibious Inflatables have been considered for emergency use, but these boats cannot house an adequate fire pump (see write-up [here](#) detailing one possible boat that is being considered by the Meeks Bay Fire District).
- More tent sites and a bike path are highly desirable.
- Non-motorized boat/kayak launch site is needed.
- The water level is highly uncertain, and a pier will be problematic as a result.
- Would a beach boat ramp suffice for emergency response use? Is the water deep enough to accommodate a fireboat?

Theme 3 “Non-Motorized Access Emphasis” Alternative

This alternative would include complete removal of the marina infrastructure, and restoration of the creek and lagoon. Infrastructure would support non-motorized lake access and a variety of recreation uses. No new infrastructure for public motorized watercraft access would be provided at the site. Infrastructure for non-motorized watercraft launch may be considered, such as a universally accessible kayak launch.

Design Constraints:

- Non-motorized launch facility would need nearby parking or drop-off locations.
- Nature trail cannot cross the stream mouth.

Key Aspects of Refined Design:

- Full restoration
- Accessible non-motorized launch ramp at south end
- Campgrounds reconfigured and expanded (~20)
- Day use areas expanded
- Day use parking expanded and relocated

Preliminary Design: Is presented in the diagram in Appendix B.3.

Questions for Discussion:

1. Do you support increasing the size of the campgrounds?
2. Do you support relocating the road, parking, and campground on the south side?
3. Do you support the non-motorized launch ramp?
4. Should this alternative include a pedestrian-only pier?
5. Are there other features that should be included in this alternative?

Summary of Discussion:

- MB Yacht Club: This version does not meet the needs of a Safe Harbor for those of us performing rescues on the lake. Increased human powered traffic means that more people will be blown into the central part of the lake. We need access to disembark exhausted boaters, not just the sick/injured ones.

- USFS explained that the Architectural Barriers Act (ABA) must be met for any public access feature that is added to any of the alternatives.
- Would be good to provide as much day use parking as possible.
- Where would bus transit stops be accommodated in this alternative?
- Separating RV and tent camping from one another is good.
- Relocate the bike path in order to prevent it from passing directly in front of fire station.
- Consider adding kayak/rowing boat locker storage in the vicinity of the old marina.
- Consider providing non-motorized boat launch on both north and south sides of Meeks Bay.
- Concern that motorized boats will try to use pedestrian pier for docking and that enforcing legal use of pier will be challenging.
- Best to keep the bike path off Hwy 89.
- Would like to see how this project is integrated into Hwy 89 planning effort.
- Would like to see details on access from Meeks Bay across Hwy 89 to trail heading up Meeks Creek.

Opportunity for Public Comment

During the meeting, a number of general comments were posted in the chat dialog by both Forum members and the public and all comments/questions are presented below:

- You're still only using the opinions of lakefront homeowners. Most of which are not concerned about public access.
- On the Emergency pier question and responses to on the water calls what is the role of NTF, Coast Guard and County marine patrols?
- Is the cost of these alternatives being factored in? This seems like a hugely expensive design (relocating cabins, etc.)
- We still need to know what the minimum required distance from the mouth of the creek for a pier is.
- Historically there was a pier at this location but not for motorized. I think mixing swimming area and a pier in middle poses significant risk to people in the water. This idea is great for a non-motorized pier except for emergency rescue use which could be managed.
- All piers with swim areas have swim buoys to define the swim area and need to be enforced.
- The use of a public safety pier, as defined in the TRPA Code, is limited to first responders only. Such a pier would not be open to the public or any public uses. Also, while there is a public safety pier conceptually located at Sugar Pine Point State Park shown in the proposed Draft 89 Corridor Management Plan, but that is not a certainty. Also, both Meeks Bay Fire and the US Forest Service have stations in Meeks Bay. They do not have stations at Sugar Pine Point State Park.
- Just to clarify. Not all homeowners on the Southside own their own pier and buoy. Many were slip renters at the old Marina. None of the back cabins on the northside of Meeks Bay Avenue have their own piers.

- If you want an idea of what a public pier at Meeks Bay would be like have some of your people go to Sugar Pine Point pier and the pier at Emerald Bay. Both have boat access. No safety issues no clash.
- A pier at the South side makes sense for public safety as discussed by the fire Dept and others. It's a short distance from the pier to the fire dept. They can reach it quickly.
- It should be noted that most of the marina infrastructure has already been removed. All that remains is the boat ramp, parking and sea walls. All of the boats slips, etc. were removed at least 3 years ago.
- The first priority ASAP is to replace the pedestrian bridge across Meeks Creek. Without this, it forces pedestrians (campers, visitors, residents) onto the Hwy 89 roadway to reach the resort and forest service side and vice versa. This is a safety issue for both pedestrians and vehicles driving fast around the corner as you enter the area.
- What about an option that has a marina but no boat ramp? Users launch elsewhere, rent at the marina. FD has an ambulance ready short pier at marina if needed. Would save all the space designated for trailer storage for parking, camping, etc.
- It would be nice to know who (local fire, Coast Guard, Sheriff) has what responsibility for rescue on the lake?
- I also was wondering where providing for ADA access has been addressed in all this.
- Alternative should include a pedestrian only pier that would serve the fire safety aspect. This site/theme is closest to the Meeks Bay Fire Dept.
- In terms of transit stops - recently I heard the idea about a walk through UNDER the highway at the new bridge. It would be logical to me to have the south bound transit drop off near the tunnel. And north bound by the entrance to resort makes most sense to me.
- Having the non-motorized area located that is separated from a possible motorized solution is a consideration if motorized are accommodated at the site, so the location of this non-motorized area maybe should be considered as an addition to the 1st 2 themes.
- Tents south, RVs north was the way it was in the past.

Next Steps & Closing Remarks

Mr. McNerny presented the following next steps and adjourned the meeting:

Forum Members:

- Review today's meeting summary when sent out by or before 9/23
- Review October 21 Forum meeting agenda & materials (issued by 10/7)
- Confer with your constituents to prepare for next forum meeting
- Help spread word about upcoming October 14 public workshop

Members of the Public and Interested Parties:

- Make sure we have your email address if you are not already on the project list: *please enter your name and contact info in the chat box*
- Stay tuned for information and details on the October 14 public workshop
- Follow @TahoeAgency and track website to keep informed

Appendix A: Stakeholder Forum Meeting Attendance

Affiliation	Representative	Mtg #1	Mtg #2	Mtg #3
Woodland Pier Association	Bill Anson / Kent Ramos		*	*
Lake Tahoe Water Trail	Becky Bell	*	*	
Tahoe Lakefront Owners Association	Jan Brisco / Drew Briner	*	*	*
Meeks Bay Vista Property Owners Association	Tony Evans / Dave Coward	*	*	*
League to Save Lake Tahoe	Gavin Feiger / Jesse Patterson	*	*	*
Washoe Tribe Cultural/ Language Department	Herman Fillmore	*		*
West Shore Community Member	Julie Hutchinson / Daret Kehlet	*	*	*
Washoe Tribe Office of Environmental Protection	Susan Jamerson / Rhiana Jones	*	*	*
Meeks Bay Yacht Club	Steve Matles / John Gallagher	*	*	*
Meeks Bay Fire District	Steve McNamara / Steve Leighton	*		*
Lake Tahoe Marina Association	Jim Phelan / Bob Hassett	*	*	*
Friends of the West Shore	Jennifer Quashnick / Judith Tornese	*	*	*
Washoe Tribe Meeks Bay Resort	Rueben A. Vasquez			*

Additionally, the alternate representatives from the Washoe Tribe Office of Environmental Protection, Friends of the West Shore and the West Shore Community Member At-Large were in attendance along with a few members of the public (Kent Robinson, Steve Teshara, Ellie Beals and Bertie Freeberg). Note: only those who provided their names in the Zoom chat box are shown as attending and new participants have been added to the project mailing list.

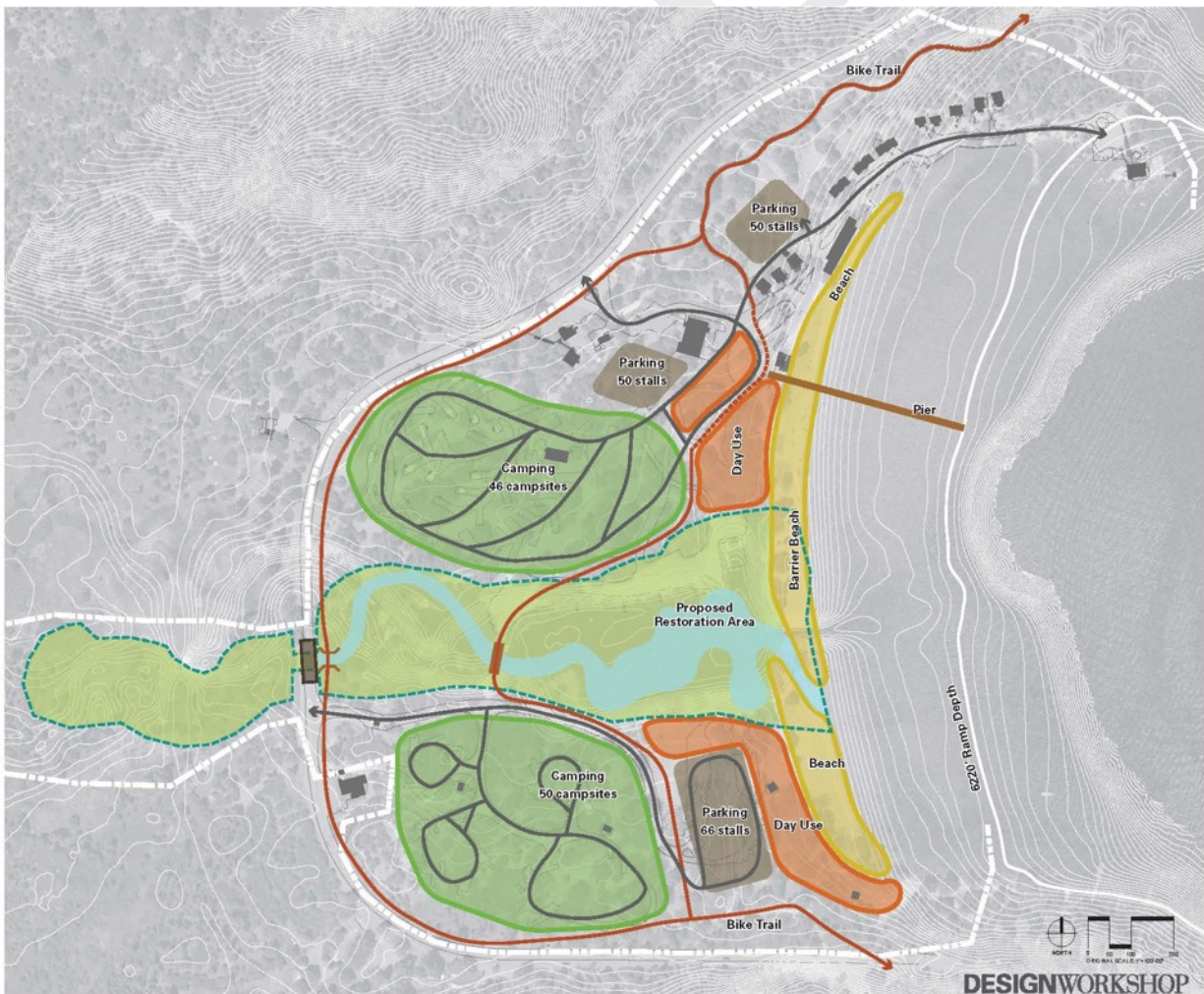
Appendix B.1: Alternative Theme Preliminary Designs

Theme 1 “Modified Version of the Proposed Action” Alternative

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Key Aspects of Refined Design:

- Full restoration
- Central pier
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- Additional campsites (~20)
- Additional parking at resort
- Reconfigured day use on south side



Appendix B.2: Alternative Theme Preliminary Designs

Theme 2 “Retain Partial Marina Infrastructure” Alternative

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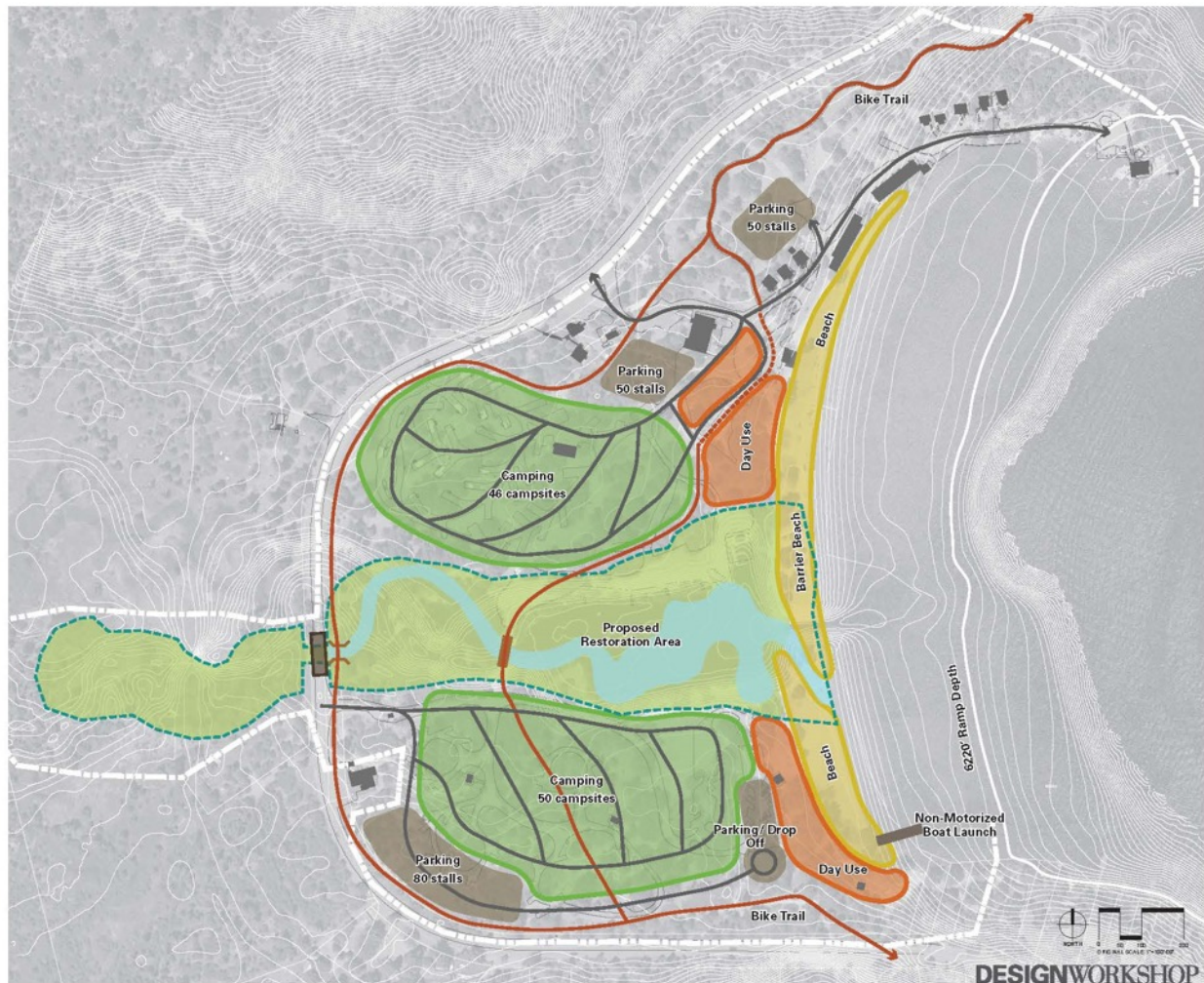
Appendix B.3: Alternative Theme Preliminary Designs

Theme 3 “Non-Motorized Access Emphasis” Alternative

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Key Aspects of Refined Design:

- Full restoration
- Accessible non-motorized launch ramp at south end
- Campgrounds reconfigured and expanded (~20)
- Day use areas expanded
- Day use parking expanded and relocated



Appendix C: Forum Member Responses to Survey on Revised Alternative Themes

Following the meeting, an online survey form was sent to all Forum members asking for their detailed input on the questions that were discussed at the meeting. All participating organizations except for the Meeks Bay Resort operator completed the survey and the responses are summarized below.

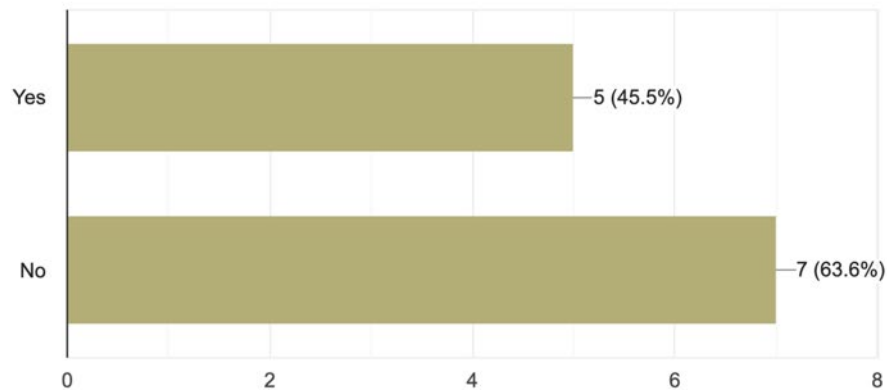
Theme 1 “Modified Version of the Proposed Action” Alternative

1. What do you think about an alternative with a pier but no ramp?

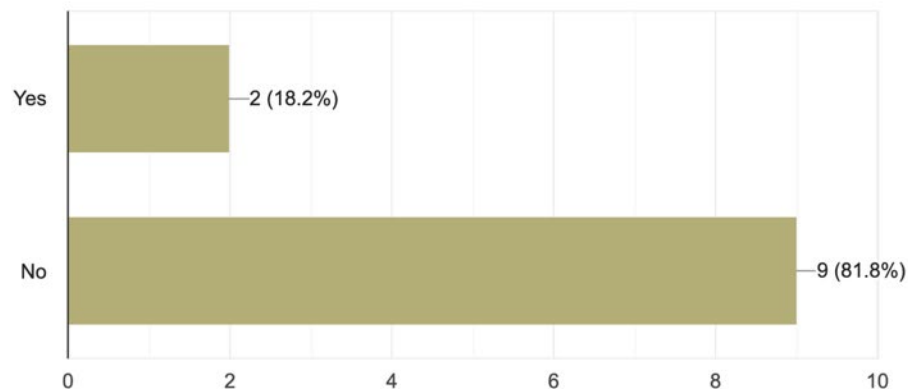
- The ability for the Meeks Bay Fire District to have a public safety pier is paramount to the safety of residents and taxpayers.
- Do not like.
- FOWS does not support a pier or a ramp, both of which would result in more air, water and noise pollution.
- A pier would be visually intrusive and remove some beach space. But access would come from off the beach with little or no need for vehicle parking needs or any resulting traffic congestion.
- A ramp would be less visually intrusive but cause more traffic from parking and access for boat trailers, etc. The current boat ramp area does not impact the available area used by beach-goers.
- A pier is for loading and unloading of passengers. It poses potential liability with people boating or diving off of the end of the pier especially in low water conditions. It also attracts more boats in an area that is primarily a swimming area. We believe a pier invites problems in this area.
- Step in the right direction to reduce conflicts between motorized and non-motorized users and achieve the Project goals. The League’s stance on this depends on what the pier use is - a "public service pier" (per TRPA Code of Ordinances) may be acceptable. We do not want to see this project result in an increase in motorized boating activity in and out of the bay so the pier should not allow access by private motorized boats for any reason.
- Good to include.
- I don’t think there should be a pier or boat ramp.
- The pier would be long to avoid the shallows. Hard to manage use, docking and maintenance. Support no ramp in any options.
- I think all motorized boating in the lake should be banned and there should be much more scrutiny around any individual bringing a boat into Lake Tahoe. I think a pier (if we absolutely have to have one) is a safe compromise but there should still be no boats tethered too it or accessing it.
- I think the this could work if the pier is pedestrian only. I do not see need for such a long length of pier for pedestrian only and its location is ok for a pedestrian only pier NOT a motorized watercraft pier. If motorized watercraft are going to utilize this pier, I think it would be very unsafe. A motorized access pier in the middle of the

north beach area would significantly alter the beach use and create a very unsafe situation for swimmers and non-motorized lake recreation. A launch ramp near its existing location with a sound wall and behind the beach area would be more favorable than a pier.

2. *Is the pier in the best location?*



3. *Should there be an alternative with a pier at the southern end?*



4. *What do you think about the relocation of the cabins on the northern end?*

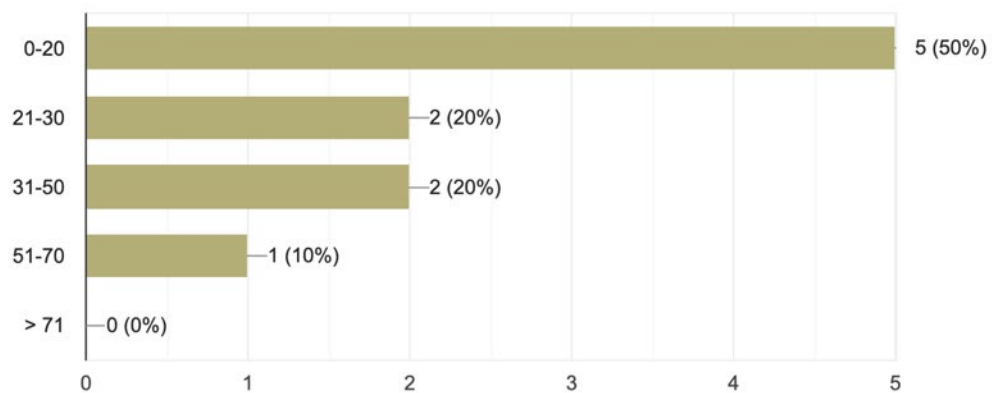
- No concern/opinion.
- Leave them alone.
- Ok if the relocation of cabins allows the beach area to be expanded.
- Where would they be relocated? There is a tall retaining wall, it does not seem that the cabins are in conflict with anything happening on the beach.
- Great idea to move as many uses and structures back from the water as possible.
- I don't think it's a good idea. No room.
- Not necessary.
- I have no real comment about this.
- I would first like to know where the idea was thought of to remove the cabins which are adjacent to a retaining wall? I do not remember that even being discussed. If cabins removed perhaps a small pedestrian pier could go in that location with handicap access as not really a good area for beach.

5. Do you have any additional thoughts/feedback concerning this alternative?

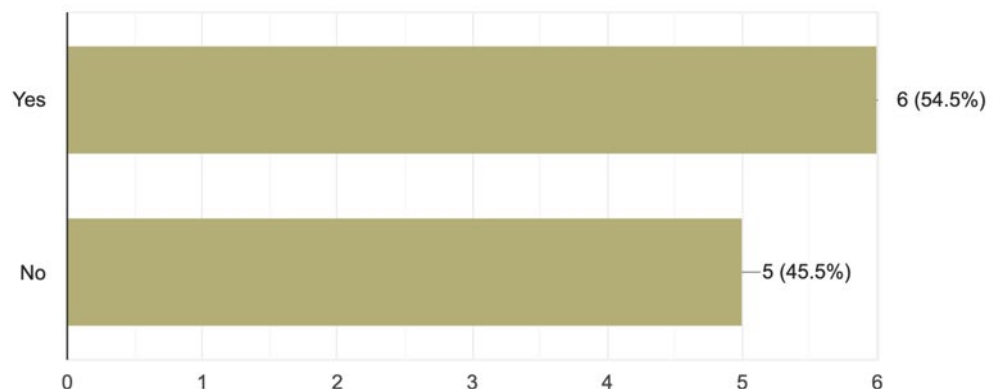
- As long as a public safety pier is included in this plan works.
- The pier should be moved further north.
- It is our understanding that locating the pier in the middle beach area is no longer feasible. If so and if there must be a pier, the north end is the best location. It has more room for a pier and would be further away from beach activity. The far north beach area is not used by beachgoers very much and would be safer. The south beach has a much smaller area. A pier on the south end would substantially reduce and overcrowd the available beach area and be a concern to the safety of non-motorized recreational users.
- Seems like the pier is in the best location, if there has to be one. We would want to see details on size, use, lighting and other design features.
- We do not think that moving the pier from the proposed location to the southern end provides any additional benefit to the project.
- I don't think this is the best option for Meeks Bay.
- Parking at Southern end cuts camping and beach - not good. Not enough parking at north end.
- Again, no boats in Lake Tahoe should be the goal. This is for the betterment of the lake as a whole and this must always take priority over individual recreational desires.
- I really think it is important that we understand how much of the beaches are going to be impacted by the creek mouth and restoration for all themes. I also would like a clear understanding of the potential to merge beaches. Seems to me keeping the mouth of creek clear of human activity would provide a method of keeping beaches separate in some fashion and would be more environmentally sound. I am very concerned with merging both beaches and the high numbers of people and crowds impacting quieter areas of the beach while overwhelming the area and not being sustainable recreation. This would be impacted by any parking reductions etc. and would affect vendors or contractors managing the beaches if managed separately. Some sort of containment of sprawl that allows for sustainability and good management.
- I like that minimal changes to campgrounds and a safe separation from lagoon and campgrounds as the lagoon will be an attractive nuisance unless fenced in some way.

Theme 2 “Retain Partial Marina Infrastructure” Alternative

1. How many slips should the marina accommodate?



2. If the marina is not feasible, should this alternative maintain the boat ramp?

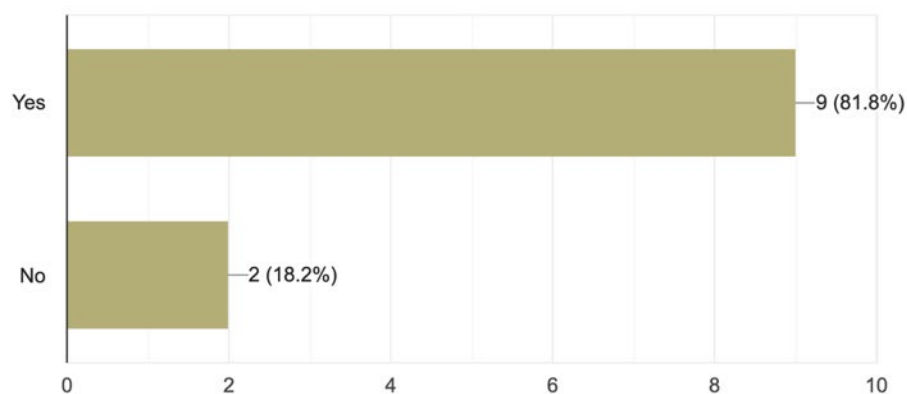


3. What do you think about the bike and pedestrian paths?

- No concern/opinion.
- Going around the resort and not through it.
- Bike & pedestrian paths are ok as long as the bikes don't interfere with beachgoers or campers and safety is considered.
- Since this is a public trail through a campground, there are issues that are not occurring because the park is closed to through traffic. It might be a good idea to suggest a sequestered trail that does not go through the park in proximity to campers and others who have paid to be there. Security for small children, abductions, etc., is an important component to families who camp here.
- Follow the SR 89 plan as close as possible for to/from/through and improve internal circulation with multi-use/nature trails.
- Great.
- I'd rather see pedestrian and bike paths than additional parking spaces
- Good locations
- The bike and pedestrian paths support nonmotorized traffic in the Tahoe basin and are essential for a healthier ecosystem with less traffic in Tahoe.

- I think we need to understand what purpose of bike path is. It is clear that cyclists do not use the bike paths as they prefer being on the actual highway as road is smoother as designed differently. If bike path is for recreation and access to Meeks Bay fir pedestrians and bicycles or is it to move around the lake? I am concerned with the impact of bicycle or pedestrian traffic on paths interfering with vehicles coming into and out of each area and to the campground. This type of activity can create noise and at times when campgrounds may be quiet. I recommend we really think about purpose of path, options and impacts before deciding where bike path should be. A bike path outside the perimeter of Meeks Bay could impact parking for trailheads and other recreation adjacent to Meeks Bay and should be considered.

4. Are you supportive of the additional day use parking and campsites?



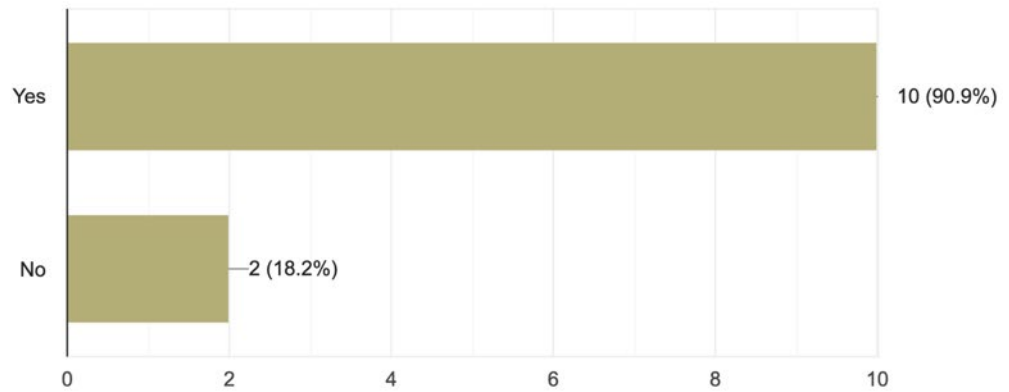
5. Do you have any additional thoughts/feedback concerning this alternative?

- Any slips will mean more fire and environmental risk if a fire started with a marina.
- A pier at the north end should still be part of this alternative.
- Friends of the West Shore does not support a partial boat marina or ramp. It is not compatible with total restoration of the lagoon. We are also concerned with noise, air & water pollution and public safety. But if this alternative is required, we would prefer a ramp vs a partial boat marina. A ramp would require less environmental intrusion than a marina (even a smaller one).
- We do not want to see day use parking for non-motorized users reduced to allow for boat parking. We would like Meeks Bay to be a natural, pristine and peaceful environment with emphasis on non-motorized recreation.
- The existing ramp and harbor entrance should be maintained for non-motorized boating access.
- Ideally, no boat slips, but maybe 1-2 slips to accommodate emergency response if the ramp is retained.
- Ideally, no boat ramp but only consider having one if it does not hinder or diminish the restoration efforts/aspects at all. If the ramp is retained then the boat trailer parking should be limited as much as feasible, restricted to smaller boats only (2 axles or less on the trailer) or perhaps located offsite somewhere.

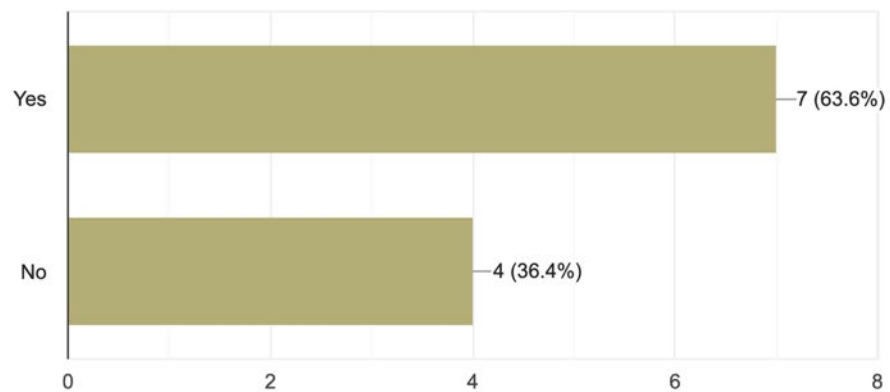
- The bike and pedestrian paths should follow the SR 89 plan as close as possible for to/from/through and improve internal circulation with multi-use/nature trails.
- Supportive of the additional day use parking and campsites with parking management (paid parking and ability to add a reservation system). This is a good tradeoff for motorized uses.
- Boat Ramp: for non-motorized watercraft only. Plus, the Fire Dept would need it.
- I don't think this is the best option for Meeks Bay.
- Dredging a negative as before. Boat traffic cuts through non-motorized recreational use, not good.
- The goal is to renovate the stream entering Meeks bay then there cannot be any consideration of a boat ramp or slips within the stream mouth. This is counterproductive to even consider this.
- I think is important that know how many additional camp sites and any reductions to day use. A small increase in campsites on the south side campground for tents and yurt camping. As to the resort side I could see some redesign to provide for additional RV camping use but not a significant number as these RV pose and increased threat to evacuations out of the West Shore "cul-de-sac". Day Use is clearly the largest use of both north and south beach and maintaining adequate access. parking and space is important to prevent overcrowding, blocking of highway (due to people parking outside of area) and being able to manage the number of people including restrooms, safety, health (COVID-19 etc.) and trash.
- I do not feel that a marina is feasible as it doesn't meet the purpose and need for the project. I think we really need to have an understanding of what the motorized watercraft users have done since Meeks Bay Marina has not been open for at least 4 years. How have they adapted? Does anyone know? Were boaters impacted local residents who have HOA options? or campers who have found other alternatives? Can we enhance those areas like Obexers and others so they can continue to accommodate the motorized users, their trailers, and provide fuel and other amenities? The non-motorized use of Meeks Bay along with swimmers who have very few places to go where it is safe to swim and recreate without being compromised and pushed to shore or out of the water by motorized watercraft. I support a priority of a protected swim area encompassing the project area for swimmers and non-motorized use as has been the case the last 4 or more years. If the damage and #2 threat to the lake is from Meeks Creek, which is due motorized boat activities, why would we move the problem from Meeks Bay Creek into the lake? Meeks Bay beaches are at capacity throughout the summer and frankly were way above capacity this entire 2020 summer even with a pandemic which is not sustainable at all. It is my opinion that any reduction in non-motorized uses will cause serious overcrowding, safety problems, and environmental issues in the bay. I think there are plenty of other areas on the lake to accommodate boats and very few that can accommodate the non-motorized users and swimmers.

Theme 3 “Non-Motorized Access Emphasis” Alternative

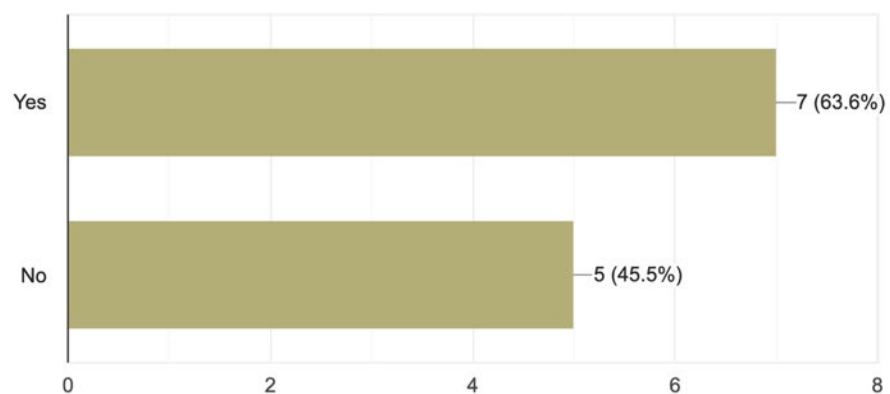
1. Do you support increasing the size of the campgrounds?



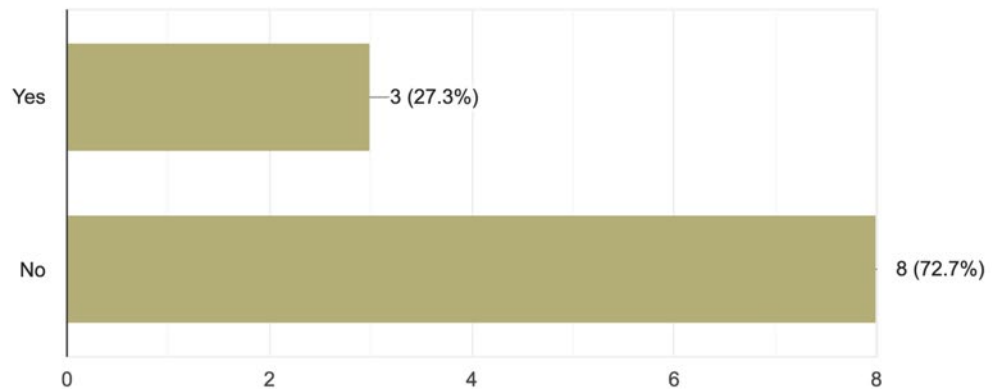
2. Do you support relocating the road, parking, and campground on the south side?



3. Do you support the non-motorized launch ramp?



4. Should this alternative include a pedestrian-only pier?



5. Are there other features that should be included in this alternative?

- Public safety pier with fire boat capability and drive up access for patient/ambulance rendezvous.
- Should include a motorized access pier at north end.
- Please see Friends of the West Shore letter of 9/16/20 for additional input. In particular, we would like to see more campsites for tents and yurts and less for RVs. One-stop parking should be encouraged and day-use parking on the south side should be maintained "as is" (since it works well) and not move parking to south of the campsite area. If possible, beach areas should be expanded to allow more visitors with less crowding.
- With respect to a public safety/emergency ramp or pier, we recommend coordination with the SR 89 Corridor Plan and consideration of the Sugar Pine Point pier.
- Leave the existing launch in the harbor. Adding a launch here will be ok if there is adequate day-use parking/launching.
- AIS ed/boat wash out station, water trail signage, overnight secure paddle craft storage, more internal non-motorized circulation such as multi-use and walking paths, managed parking, lots of bike parking, open air interpretive area like that planned for Spooner, transit/BUS turnaround/stop accommodation and signage.
- Bike parking.
- Non-motorized boat launch ramp also needed on North end to balance use and traffic.

6. Do you have any additional thoughts/feedback concerning this alternative?

- I think a non-motorized emphasis is fine as long as it does not turn into a non-motorized only project.
- Friends of the West Shore strongly prefers Alternative Theme 3, as supported by a recent survey of its members, with 69% of respondents preferring that Meeks Bay prioritize non-motorized recreation.

- Increasing the size of the campgrounds is desired but tent only or size limits for RVs and no hookups, preference for water trail users. We like the idea of separate tent and RV areas (RVs by highway, tents closer to lake and restoration area).
- Relocating the road, parking, and campground on the south side is desired, but reduce and charge for parking to encourage biking and make space for and encourage transit/shuttles.
- Including a non-motorized launch ramp is desired, but please include AIS signage and wash down stations.
- A pedestrian only pier is a possibility, but maybe not ONLY for pedestrians, as we would consider supporting a non-motorized or ,public service pier to potentially accommodate non-motorized overnight use, emergency access, water taxi access (analyze for certain level of use, maybe in line with SR 89 plan). Location should be in the central/northern part of the bay as in alternative 1. "
- Parking for Day use Bikers only (Park & Pay). No "boats", only Emergency Use by Fire, Sheriff, Police Departments. Non-motorized (Kayaks, paddleboards, etc.) ONLY. We would prefer that this launch area be located the north side of the bay
- I think this is the best option for Meeks Bay.
- It was difficult to answer the questions yes or no as I don't think I have enough information to do that. Specifically, I think we need more information on enlarging the campground and what impacts that has on day use size and accommodation. As to the pedestrian pier there is no mention of where that would be and if it was discussed I missed that?
- I am concerned with the movement of the day use parking area so far from the beach as well as the change in traffic pattern. First the traffic pattern worries me as I think the lagoon could and does present attractive nuisance issues for young children. Many adults and activities are focused on the lake and most are not paying attention to what may be other things kids may migrate to. Something really should be done to discourage people from wandering the creek and to separate kids in campground from this area. The road separating this from the campground provides for adults to pay more attention as most parents watch roadways. As to the access and new parking design for day users, I think the day users can be noisy and having to make trips to drop off and then park while watching stuff and getting to beach could cumbersome. This parking scheme limits handicapped accessibility and for older guests who have recreated here for years. I almost feel as though the day users are being discouraged from coming to the beach with new design. The new parking for day use and drop-off would create constant noise, choke points at turn around to load and unload, and distress with people trying to drop stuff in a hurry to get the last parking spot. I think the current separation between campground and day use is appropriate and frankly keeps area of campground and the beach quiet. Quiet is something we should retain. I think this change in parking will create a lot of problems and unintended consequences which will affect beach goers and campers. I kind of feel like this is a Kings Beach kind of chaos that really isn't necessary or

appropriate for Meeks Bay. The same goes for the resort side where day use parking is appropriately separated from campground.

- I am not a fan of the non-motorized launch as it really does not seem necessary. If included, you would need one on each beach not just south side. I think a kayak and/ or paddle board rental and locked storage rack would be very beneficial on both beaches as not having to load and unload those everyday would be time saving and quieter overall.
- I am also concerned as numerous times a public safety pier has been mentioned without any supporting information on what a public safety pier is, who can use it, what calls or incidents indicate a purpose and need for that, who has responsibility for search and rescue on the lake, and how do public safety entities acquire prime lakefront areas for such needs and what is permitting, funding and environmental studies required for this? I also wonder if a public safety pier can be converted to a motorized watercraft pier at some point. I really think we need more information on this concept regardless of which "theme" as this public safety concept comes up without any supporting information. I'd really like to understand this concept more so I can make an informed decision on it. Also, as a side note will Meeks Bay Fire Department be included in the project footprint further or what is that status and relationship.